An Enterprise That Looked Promising Until Jay Gould Got Control of the Union Pacific-Miscellaneous Railway News.

The Pacific Short-line will be offered for sale at public auction next Tuesday under foreclosure proceedings, by order of the United States Circuit Court. It is expected that there will be a sharp contest for possesion of the property, as several companies are known to have had a covetous eye upon it for some time and will make the most of this opportunity to secure it. Among the bidders, it is understood, will be the Chicago, Milwaukee & St. Paul, the Chicago & Northwestern and the Illinois Central companies, besides syndicates of the original bondholders. In railroad circles much interest has been mainifested in the Pacific Short-line project from the first. It was originally an Illinois Central scheme, but was abandoned by that company and afterward taken up by the Wyoming Improvement Company. The intention was to build a line from Sioux City to Ogden, paralleling the Union Pacific, and shortening the distance by several hundred miles from the Missouri river to the Pacific coast. Sioux City men added \$1,000,000 to the amount that was put into the enterprise by Eastern capitalists. The whole line was surveyed and laid out three different companies capitalists. The whole line was surveyed and laid out, three different companies were incorporated, and 130 miles of the road, between Sioux City and O'Neill, Neb., were constructed and put into operation. The enterprise looked promising enough until the financial panie of last fall, after which the outlook was changed Jay Gould had gobbled the Union Pacific and was understood to be hand in glove with Huntington, who controls the Central Pacific. The latter road, which is the only outlet from Ogden to the Pacific coast, was in hostile hands, and the Pacific coast, was in hostile hands, and the Pacific Short-line people decided that it would be folly to complete their line under the circumstances. The property was allowed to go into the hand of a receiver, and is now to be sold by order of the court. The Illinois Central is said to be anxious to get possession of the road, and thereby gain at this point know nothing of a conte access to the Black Hills territory. If it should fall into the hands of the Chicago & Northwestern it may ultimately be completed to Ogden, if not actually extended to the Pacific coast. The Chicago, Mil-waukeo & St. Paul would like to control the line because it traverses a rich agricultural section and taps the Wyoming oil and coal fields, insuring a profitable source of revenue for the company that Traveled Nearly 3,000,000 Miles.

A reporter of the Philadelphia Press claims to have found the man who has traveled the largest number of miles on earth. He is an employe of the Pennsylvania Railroad Company, and runs on the main line. In over forty-one years of travel he has covered the enormous total of nearly 2,900,000 miles. For over four consecutive decades his home may be said to have been practically on the rail. He has lived over the rattling wheels and behind the racing locomotive. In point of service he is one of the very oldest employes of the Pennsylvania Railroad Company. He is seventy-three years of age, but with his bright eye and sturdy, erect figure he would readily pass as twenty years younger. Mr. Wilhelm entered the service of the Pennsylvania Sept. 20, 1850, and has been continuously in its employ ever since. During thirty-eight years he was traveling baggage-master, and made each week 1,412 miles and each year 73,424 miles. During three years of his forty-one years of service he ran as conductor on the Camden & Amboy division of the Pennsylvania be-tween Philadelphia and New York. The distance is ninety-six miles, and he made two round trips or 384 miles a week, or 59,-904 miles in all. During a year and a half of that three years he also went from New York through Philadelphia to Harrisburg. 105 miles further, or a weekly increase of 420 miles, and for the year and a half a total of 32,760 miles. These two minor totals of 92,664 miles added to the 2,791,112 makes a grand and magnificent aggregate of 2,883,-776 miles. His closest competitor is Conductor S. G. Boone, who recently left the service of the Reading railroad, and who lays claim to a total of 2,847,000 miles. Then comes Tip Layton, now superintendent of the affairs of the Pullman company at Indianapolis, for whom the Indianapolis Journal claims the largest mileage, with 2,338,246 miles to his credit.

Personal, Local and General Notes. W. P. Ijams, president of the Belt Road and Stockyards Company, is in the Northwest on a pleasure trip. M. C. Baker, formerly of the Lake Erie &

The fast-freight-line managements met and agreed to restore rates west-bound, week before last, but are issuing tariffs

Western road, has been appointed travel-ing passenger agent of the Colorado Mid-

with rates as low as ever. Frank Fogarty has been appointed gen-eral yardmaster of the New York Central at Buffalo, vice T. F. Maloney, who has been promoted to trainmaster.

The Erie, in connection with the Cleve-and & Canton road, has established a new route between Cleveland and Chicago, the two roads connecting at Kent, O. C. W. Fairbanks, president of the Terre

Haute & Peoria road, and largely interested in several other roads, who has been absent on a vacation, returned yesterday. Benjamin Sipp, private secretary of George Bender, superintendent of the Chi-cago division of the Big Four lines, re-

turned last evening from a northern pleasure trip of two weeks. In passenger circles the opinion prevails that the little rate war between the trunk lines will end with the present excursions.

If it does, but little damage has been done to any of the trunk lines. The Big Four scale of wages for trainmen

bids fair to be adopted by a majority of the Indianapolis and Ohic roads. The Louis-ville, New Albany & Chicago has adopted practically the Big Four schedule. The stockholders of the Iowa Central will hold their annual meeting Sept. 4, and

it is expected that the names of some of the directors in the Cincinnati, Hamilton & Dayton will be among the new board. General Manager Tappan, of the Nickel-plate fast-freight line, was in the city yesterday, and last evening, in company with Traffic Manager Parker, of the Lake Erie & Western, left for Peoria on the mid-

The strike on the Lake Erie & Western proved of benefit to the United States express. The passenger trains were run as usual, and the business of the express com-

freights were run. V. T. Malott left last evening for West Baden Springs. This evening he will go to Chicago to look after some matters in connection with the Chicago & Western Indiana road, he being the chairman of the

board of directors. John L. Blair is said to be the oldest railway official in the United States, both in years and time of service. He entered rail-

road service in October, 1846. He is now president of two roads and a director in a half dozen other important lines. The Boston & Albany has decided to meet

the west-bound rates of the Fitchburg and New York & New England roads, ignoring the differential the two roads last named have. This is a drop of 15 cents per 100 pounds on first-class from rates of a month

Many of the lines in the Western Passenger Association are opposed to running more than two harvest excursions, and as a result the tickets for the third will be sold only to such points as come into absolute competition with the Chicago & Alton

The Pennsylvania has just commenced the building of a monster locomotive at its shops in Altoona, Pa. Au Altoona paper says it will be about three times as long as the average locomotive, will have two sets of driving wheels, one set being in the iront and one set of pony wheels being under the pilot. The wheels will be under exceeding it in value as railroad property. Irucks so that the locomotive can go around and there is no reason that it should not

curves. Two firemen will be necessary to supply the coal. The locomotive, it is alleged, will be powerful enough to haul a train of freight cars a mile in length.

The Vandalia has resumed working ten hours at the shops of the company with a full complement of men. The company is getting out considerable new work at its own shops, in addition to the repairing, which is quite heavy, now business is so

Nothing has occurred in many months which will tend so much to a restoration and maintenance of rates as the whipping of the Indiana, Illinois & Iowa road into the Western Freight Association, as this road has been a rate demoralizer in all direc-

The Pennsylvania Company will at once begin the erection of an immense freight station on its grounds in St. Louis. As now planned the building will be 705 feet long by sixty wide, with stone foundation, brick walls and slate roof. It is to be a fireproof building.

Yesterday General Manager S. H. Smith, of the Denver & Rio Grande railroad, handed in his resignation to President Moffatt. It is thought that this is done in sympathy with President Moffatt, who resigned a few days ago. It is rumored that other resignations will follow.

Improvements to the track of the Louis-ville, New Albany & Chicago road are not by any means at a stand-still. Under the present management new ties are going into the track by the thousands, and gravel trains are distributing ballast at the rate of two hundred car-loads a day.

I. D. Riddell, the new commissioner of the Indianapolis Freight Bureau, is taking hold in a manner which will bring out the usefulness of the association if it has any fields to look after other than those already occupied. The bureau, so far as Indianapolis is concerned, is still an experiment.

M. R. Spellman has been appointed general agent of the Illinois Central at New Orleans. Mr. Spellman was formerly super-intendent of the Indianapolis, Decatur & Springfield road, but for several years past has been on the New Orleans & Gulf road, first as its general manager, then as re-

The Pennsylvania Railroad Company has arranged to treat the freight representatives of the roads in the freight traffic associations very handsomely on their gathering at Cresson, Pa., on Sept. 9. Free transportation will be given to the wives of the members, good to return until

A rumor is current in New York that the Brice syndicate are about selling the Lake Erie & Western road to another syndicate, which will extend the line to St. Louis, leaving the main line a little this side of Peoria. Officials connected with the road

plated sale of the road. Yesterday morning there were over twelve hundred loaded cars on side-tracks at terminal yards and points on the Lake Erie & Western road. Every elevator and storehouse on the main line is filled with grain to their utmost capacity, and it will require several days to get the business back to its normal condition.

Eastern papers say that Sidney Dillon is to resign as president of the Union Pacific to make room for a man named by Morgan. Drexel & Co. This firm raised the money for the company to bridge over its financial crisis. It is hinted that M. E. Ingalls stands so high as a railroad man with these bankers that they will possibly put him at the head of the company.

Charles P. Craig, now general Eastern passenger agent of the Baltimore & Ohio road, has just closed his thirty-sixth year in railroad service, commencing on the Erie road in 1854 as telegraph operator. He was with the Erie twenty-five years, and in July, 1880, acccepted the position he now holds. But few men in passenger circles are so extensively known as is Mr.

All talk of trouble on the Peoria & Eastern on the part of the employes over the question of overtime, says one of the offi-cials, is without foundation, as the power of the company is so distributed that trains are being run on time, and any overtime which is likely to be made will come under the provisions of rules already in operation. A train man is entitled to pay for be-Special committees representing the Central Traffic Association, the Western Pas-

senger Association and the Ohio-river lines will have a conference in Chicago concerning the reconstruction of passenger rates from Cincinnati to the Pacific coast. A readjustment of these rates has been asked for, with a view to doing away with certain inequalities that are complained of by some of the lines in interest. An important change is to be made in

operating the Denver & Rio Grande Western road. At present it is operated in three divisions. These will be consolidated into two, an eastern and western division. The eastern division will be 177 miles long, extending from Grand Junction to Helper; the western, 151 miles in length, extending from Helper to Ogder. The step is taken as an economical measure.

The Baltimore & Ohio has reduced its rates on second-class passengers from Cleveland to Chicago to \$7.50, the same as the Nickel-plate. This has stirred up the Erie, which will make a similar rate. What the Lake Shore and the Pennsylvania will do now that the war has been opened, even on a limited scale, is not known. The Pennsylvania can hardly afford to meet it, as it would affect its local rate too much.

The passenger department of the Chesapeake & Ohio road has sent outvery unique invitations to members of the General Ticket and Passenger Agents' Association, offering free transportation on a special train over the C. & O. road to Old Point Comfort, where the semi-annual meeting of the association will be held on Sept. 15. A special train will be run for the sociation and their families.

The excursion rates from Cincinnati to Atlantic City, and to New York and return, low as they were, proved a disappointment to the various roads making them. The number of excursionists that took advantage of the rates was comparatively small. and the enterprise has been unsatisfactory. The several roads engaged in this rivalry have decided to end the rate war and have accordingly announced that they will return to their normal rates of fare on and after to-day.

A board of arbitration composed of General Passenger Agents J. Francis, of the Burlington & Missouri River; W. E. Davis, of the Chicago & Grand Trunk, and C. S. Fee, of the Northern Pacific, was in session at Chicago yesterday, hearing evidence and arguments in the appeal of the Rock Island from the decision of Chairman Fin-ley fining it \$100 for malicious prosecution of the Santa Fe. The case is one in which the Rock Island made a charge against the Santa Fe for doing a brokerage business.

From present indications there will be a severe freight-car famine all over the West before the crops are safely transported. Already the lines in Iowa are beginning to experience much difficulty in getting cars as fast as needed. The immense crops are beginning to move and every car available has been pressed in service. Never has there been such scarcity as now exists and the demand is growing daily. Iowa railroad officials are much worried over the needed traffic, but loss of grain men.

The Cincinnati, Hamilton & Dayton company is expending money with a liberal band in the converting of the Dayton, Fort Wayne & Chicago into a first-class road, such as the C., H. & D. people seem determined to make it. The officials of the road are very confident that in the not very far future this will be a valuable acquisition for the C., H. & D. Those acquainted with both roads predict that the results from operating the D., Ft. W. & C. will be much more satisfactory than the results of operating the Cincinnati, Jackson & Mack-

In the cab of every locomotive on the Pennsylvania railroad is a neat little tin box, almost square, in which is packed several necessary articles for use in emergency in case of accident. This is a very necessary and humane precaution, and every engine must be provided with one of the boxes, which are all made after the same pattern, and each of which contains a piece of linen, a rubber compress. a package of absorbent cotton, six rolls of bandages and a pyramid containing pins. There are plain directions on the box how to use these various articles before the ar-

rival of a surgeon. Vice-president Brooks, of the Pennsylvania Company, in his remarks before the State tax board, said that the Jeffersonville, Madison & Indianapolis road has not for several years paid any dividends. This is unquestionably one of the best pieces of road in the State, the Terre Haute & In-dianapolis, the Pittsburg. Fort Wayne & Chicago and the Lake Shore roads only

pay dividends, except that it is bonded for treble what the road could be built for. These bonds are held largely by the Pennsylvania Company, which exacts 7 per cent. interest per annum, and after this as paid and the operating expenses, which are 58 per cent. of the gross earnings, there is but little left for dividends,

Following is a statement of the business of all the lines of the Pennsylvania Rail-road Company: All lines east of Pittsburg and Erie for July, 1891, as compared with the same month in 1890, show an increase in gross earnings of \$305,316, a decrease in expenses of \$114,403, and an increase in net earnings of \$419,719. The seven months of 1891, as compared with the same period of 1891, as compared with the same period of 1890, show a decrease in gross earnings of \$177,784, a decrease in expenses of \$629,338, and an increase in net earnings of \$451,554. All lines west of Pittsburg and Erie for July, 1891, as compaired with the same months of 1890, show an increase in gross earnings of \$85,128, a decrease in expenses of \$48,212, and an increase in net earnings. of \$48,212, and an increase in net earnings of \$131,840. The seven months of 1891, as compared with the same period of 1890, show a decrease in gross earnings of \$1,107,-400, a decrease in expenses of \$1,448,700, and an increase in net earnings of \$241,300.

HOW TO MANAGE A CITY.

Rassmann Has the City Engineer Recommend Lights for Streets in the Eighth Ward. The Board of Public Works was again greatly embarrassed yesterday by a report from the engineer upon Councilman Rassmann's petition for light through the Eighth ward. This report stated that gas or vapor

lamps were badly needed as follows: Cruse street, between Washington and Market, one lamp. Highland avenue, between Market and Ohio, Ohio street, between Highland and Hanna, Hanna street, between Ohio and Market, one

The corner of Summit and Koller, one lamp. Ohio street, between State and Arsenal avenues, Summit street, between Ohio and Koller, one

Market street, between Arsenal and State, two Randolph street, between Washington and Michigan, six lamps. Michigan street, between Randolph and Rural, eight lamps. Jefferson avenue, between Michigan and Wash-

ngton, five lamps. Beville avenue, between Michigan and Washngton, five lamps.

Johnson avenue, between Michigan and Washington, five lamps. Rural street, between Ohio and Washington,

four lamps. Washington street, between State and Rural, ten lamps.
Temple avenue, between Washington and Ohio, Michigan street, between Archer and Arsenal,

King street, between Archer and Hanna, two Vermont street, between Archer and Hanna, one lamp.

The engineer lalso recommended an electric lamp on Pine street, at the railroad crossing. Of course, the people of the Eighth cannot get these lights until the board makes some light contracts, and there seems to be no immediate or future prospect of any light contracts. The board declined to give the report for publication, but like most of its refusals to give news. the declination was not very effective.

Represents His Mother-in-Law. John Howard, Julius Reinecke and Henry Stulte were before the Board of Public Works yesterday urging it to go ahead with the proposed asphalting of Stevens street. They had the engineer's revised report on the remonstance, described in yesterday's Journal, and Mr. Howard began to point out Hilgenberg, Gimble and Parry, who had signed the remonstrance. He charged that they were "chronic kickers." and objected to all improvements. "May be one of these is the fellow mentioned in the Journal," said he. "I'll give the Journal reporter \$150 if he'll bring that man to me and we'll pay his assessment, too. Now if this improvement don't go on I'm going to get a parachute to come down town." "Do you own property on Stevens street?" asked Mr. Conduitt, rather pointedly.

"No, but I represent my mother-in-law." Reinecke said he had a larger assessment than any other man on the street, and he was not "kicking." Howard and Stulte brought up a dozen little things to show why the remonstrance should not be considered. In the end, Mr. Conduitt promised that the matter should be considered very carefully.

Bright-Street Drainage. William Bradford and J. Scott presented

remonstrance to the Board of Public Works yesterday against the cutting and filling on Bright street for drainage purposes. The board, on the recommendation of the engineer, ordered a drain put in on Bright street, running from New York to the first alley south, intending to run a sewer in this alley half a square west to the Geisendorf street sewer. The drain, however, is being put in so as to run the water northward to New York street, necessitating a lowering of the grade at the north end of the square and a fill at the south end. Mr. Mansfield was called upon for an explanation and said he had made his first recommendation upon hearsay. but had since viewed the situation and decided that the water ought to run north, and had ordered the drain put in that way. The board accepted his judgment and the work will proceed that way. A brick sewer to cost \$200 will be put in along New York street.

Will Test Bailey's Ruling. U. J. Hammond, attorney, yesterday filed three remonstrances against the three resolutions for paving with brick the alley between Pennsylvania and Meridian streets, from Fifth to Seventh. They were referred to the engineer to determine whether or not they contained the necessary twothirds of the property-owners residing on the street. Mr. Hammond entered a protest against this ruling of the city attorney that the signers of the remonstrances do not count unless they reside upon the property affected, and intimated that it will be tested in the courts. As nobody resides on this alley, nobody would have a right to

remonstrate. Ground for Jeck Street. S. J. Leonard, Mrs. J. G. Stilz and W. F. Stilz were before the Board of Public Works yesterday to talk about opening Jeck street through their property. They were disposed to give ground for the street if Henry Weghorst, who owns the adjoining property, would do his share. Another meeting was appointed for next Monday, when Mr. Weghorst will be asked to be

Municipal Notes. T. T. Shehan was yesterday given a con tract to lower the fire cistern at High and

Coburn streets, for \$185. A petition was filed yesterday for the opening of a street from Union to Meridian along the north line of Hubbard's addition. Judge E. B. Martindale yesterday filed a petition for asphalt and cement walks on North Pennsylvania street, from Sixteenth to Seventeenth.

The Board of Public Works yesterday took final action upon resolutions to open Wright street, and vacate half a square of Kennington street north of Yeiser. ----

Trying to Lose Flesh.

James H. Rice, ex-Auditor of State, is in New York city and has been seen about the hotels there by reporters of the Mail and Express, who have actually heard him talk. They are led to infer that Mr. Rice is in training for the Democratic nomination for Governor. They note also that he wears a wide Gordon sash, tan-colored shoes and a baby hat perched on one side of his head. It is further rumored that he is in New York to get rid of some super-fluous fat by the banting process, which ex-President Cleveland is said to have undercone some years ago.

Test of Genuine Statesmanship. St. Louis Globe-Democrat.

The genuine statesman is the man who knows how to say the right thing at the right time, and to stop when he has done so. As instances of such wisdom see the speeches of President Harrison.

Firs, spasms, St. Vitus dance hystseri, headache, neuraliga and nervous prostra-tion cured by Dr. Miles's Nervine. Free samples at druggists; by mail 10 cents. MILES MED. Co., Elkhart, Ind. MINOR CITY MATTERS.

Local News Notes. Mr. and Mrs. W. G. Sherman left yester-day for Coney Island. Long Branch and Saratoga.

James Jacobs was arrested at Little's Hotel yesterday charged with enticing a girl to lead a bad life. The girl is seventeen years old.

Dr. James M. Townsend, of Washington, D. C., will lecture at Vermont-street Church this evening. Subject, "Rebellion Against Reason, or Darkest America." Benjamin Ray, brakeman on the I. & V., had his foot crushed by the cars yesterday and was removed to the City Hospital by Kregelo & Whitsett's ambulance. He lives at No. 110 South Noble.

Marriage licenses were issued yesterday to Waiter W. Barton and Carrie F. Rollins, Dennis J. Donavan and Anna J. Hamar, John G. Prinz and Hattie P. Francis, Wil-liam Harting and Carrie Cook, Francis M. Hager and Lillie Unger.

Personal and Society. Mrs. John Dean is visiting her parents at Grand Rapids, Mich.

Mrs. Marsh Stevens, of Rushville, is visiting friends in the city. Miss Alice Ross returned home last evening from her Eastern trip. Mr. and Mrs. Joseph K. Sharpe, jr., are

spending a few days in Chicago. Mr. W. P. Gallup and Maj. Charles L. Helstein have gone to West Baden. Mrs. Henry Severin and Mr. and Mrs. Julius Walk have returned from Put-in-

Controller Woollen and wife are home from the Magnetic Springs at Eton Rapids, Mr. and Mrs. John W. Ray, who have been making an Eastern trip, returned last night.

Mrs. Elmer Chambers and daughter. of Danville, are guests of Mrs. F. T. Lee on Ruckle street. Miss Jennie Ralston returned yesterday from a three weeks' visit to friends at Bat-

tle Creek, Mich. Mr. Oliver T. Morton, who has been spending several weeks in Europe, will arrive home to-day. Mrs. Hervey Bates is seriously ill at the residence of her daughter, Mrs. John O. Perrin, in Lafayette.

Mr. John Martindale came down from Chicago yesterday to visit his parents on North Meridian street. The Nobscusset party, which includes about twenty Indianapolis people, is expected home next week.

Mrs. A. R. Bixby, of New Albany, is vis-iting Mrs. Isabel N. Adams, at No. 277 North Delaware street. Mrs. William Daggett and Mrs. William Allen, who have been summering at Maxinkuckee, returned home yesterday.

Mr. and Mrs. McCormick and little daughter, of Woodruff Place, have returned from Put-in-Bay and the northern lakes. Mr. and Mrs. Henry Coburn and daughter Myla, who have been spending several weeks at Lake Wood, N. Y., have returned Rev. J. A. Milburn gave a buckboard ride to quite a large party of children last

evening. They went to Allisonville for Mrs. Allison Maxwell and children and Miss Alma Routh, who have been spending the summer at Kenosha, Wis., returned home yesterday.

Miss Jessie. Hughes and Miss Grace Gaston have returned from Canton, O., where they have been visiting Mrs. Robert A. Miller for several weeks. Misses Louise and Fannie Maxwell, of Bloomington, en route home from a month's sojourn at Ocean Grove, are guests of their

sister, Mrs. Vinson Carter, at her new home on North Pennsyvania street. Mrs. Thomas J. Christian and Miss Ella Holmes have returned from their trip to Put-in-Bay, Cleveland and the lakes. Miss Rosa Holmes has returned from Lebanon, accompanied by her cousin, Miss Hogshire. Dr. and Mrs. F. C. Woodburn entertained a few friends handsomely at dinner last evening for Dr. and Mrs. Porter, of St. Louis, who are visiting friends here. Dr.

and Mrs. Porter will go to Maxinkuckee to-day. General John T. Wilder, of Wilder's mounted brigade, was in the city yesterday, en route for Worthington to attend a reunion of the survivors of that brigade. General Wilder now resides at Jackson City, N. C.

A number of young men gave a driving party last evening in honor of Miss Mercy Laughlin, of Cincinnati, who is visiting Mrs. Charles Maguire on North Pennsylvania street. Miss Laughlin will return home Saturday. Mr. and Mrs. M. B. Wilson gave an ele-

gant dinner Tuesday evening in honor of Miss Rosier, of Buttalo, N. Y., who is the guest of Mr. and Mrs. G. G. Tanner, and last evening Mr. and Mrs. James M. Winters gave a tea for the same young lady. Mr. and Mrs. William Hærle and daughter Minnie, who have been in Europe several months, returned home last night. They returned earlier than expected on ac-

count of the serious illness of Mrs. Hærle's brother, Mr. George Pfingst, of the Grand Hotel. The members of Fletcher-place Church enjoyed a lawn fete last evening at the home of Mrs. Shideler, on South New Jersey street. There were many lights, which made the place very attractive. Music and refreshments were enjoyed by the large at-

tendance. The ladies of Roberts Park Church gave a lawn fete last evening in the church grounds. Several hundred Japanese lanterns were used for decoration and illumination, and two large tents were in place, in one of which refreshments were served, and in the other an orchestra played quring the evening. The attendance was good and the proceeds considerable. The proceeds will be used for the benefit of the Sunday-school.

CULLINGS FROM THE COURTS.

Bankers Decker and Malott Go Through the Formality of Making Test Cases. Yesterday morning A. C. Harris, attorney for the Bankers' Association, walked into the sheriff's office and notified Deputy Sheriff Corbaley that there was business for him in Judge Taylor's room. He then handed the officer a warrant from the State Board of Tax Commissioners for the arrest of Philip C. Decker, president of the German Bank of Evansville, who had been fined \$500 for contempt, in refusing to answer certain questions, and that he be committed to the Marion county jail until the fine was paid. In Judge Taylor's room the deputy was introduced to the banker and everybody, including the Judge, shook hands. Mr. Harris then said he had filed a habeas corpus suit, and producing a let-ter from Attorney-general Smith, showed that by agreement Mr. Decker was to be released on a recognizance bond of \$1,000 until Sept. 18, when the case could be heard. The necessary papers were signed and the proceedings were over for the time

Later in the day Mr. Harris filed in the office of the clerk of the United States Court an application for a writ of habeas corpus in the case of Volney T. Malott against Henry W. Langenberg, sheriff of Marion county. The complaint set forth the facts in the Decker case and, that the plaintiff was imprisoned and deprived of his liberty. Judge Woods issued the writ and Mr. Malott will have a hearing on Sant 18

Construction of a Will. Construction of the Prasse will has been asked, suit setting forth the causes therefor being filed in the Superior Court yesterday. The complament is Christian Prasse, the executor, who states that under one item of the will Christine Prasse is to have all the property, real and personal, while under another she is to get only two-thirds if she marries again. Mrs. Prasse claims under the first item mentioned, and the children say that she can therefore have only a life interest in the property.

Philip Did Too Much Talking. The Marchals, Charlotte and Philip, who are to figure in a suit for slander, were married in New York city in 1852. Thirtysix years later they were divorced in the Hendricks County Circuit Court, Charlotte baving established the fact that Phillp had abandoned her. Instead of letting well enough alone Philip, it is said, went around talking about Charlotte. She now wants judgment against him for \$5,000.

Notes from the Dockets, The Indianapolis Brewing Company has brought suit against John M. Keniger to

NEW YORK STORE

Established in 1853.

INDIANAPOLIS, Aug. 26. Have you visited that bright corner in our basement that is devoted to the exhibit of the wares made in



ly would benefit you-even though you only looked at and did not buy any of the many curious things to be seen therein.

To-day Special Bargain Ta-bles will contain the following

A Straw-Work Table contains, amongst other things-

Cat Baskets.....le to 25e Work Baskets......12e

Wall-Pockets 15c
Table Mats—each 3c, 5c and 7c
Bread Boats 15c
Straw Rose Jars 35c

PETTIS DRY GOODS Co.

foreclose an \$8,000 mortgage on the Mozart The Criminal Court record relating to the for conspiring with the leaders of the Horton gang to commit burglary, were filed in

the Supreme Court yesterday. Elizabeth Turney was Elizabeth Trost's tenant. She had two rooms, and after living in them for awhile became sick. She has sued for \$5,000 damages because, as it is alleged, the rooms were kept out of repair and were damp and unhealthy.

John Scudder returned to the livery business after selling out to Joseph Platt, who in turn sold to Jonathan Stewart. Scudder, it is alleged in a complaint filed in the Superior Court yesterday by Stewart, agreed to keep out of the business here for five years, wherefore the plaintiff wants §5,000 damages.

The Court Becord. SUPERIOR COURT. New Suits Filed.

Philip C. Decker vs. Henry W. Langen-berg. Sheriff; writ of habeas corpus. Christian Prasse, Executor, vs. Christine Prasse et al.; construction of a will. Charlotte Marchal vs. Philip J. Marchal; slander. Demand, \$5,000. Ephraim Garrett vs. Wm. M. McCormick

et al.; to quiet title. Elizabeth Turney vs. Elizabeth Trost; damages. Demand, \$5,000. Frank Allison et al. vs. James B. Wilson et al.; note. Demand, \$370. Indianapolis Brewing Company vs. John M. Keniger et al.; to foreclose mortgage. Demand, \$8,000. Jonathan Stewart vs. John Scudder; breach of contract. Demand, \$2,000. Effie Jackson vs. Charles P. Jackson; divorce. Abandonment.

PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed. Indiana ex-soldiers and their dependents have been granted pensions as follows: Original-Philip McDade, Thomas Martin, Geo. Original—Philip McDade, Thomas Martin, Geo. W. Niece, Thos. J. Elder, Ira S. Chidester, Joshua R. Matchett, Lewis T. Jones, Siotha E. Callahan, John Casad, Andrew J. Baker, Francis M. Elliott, Geo. S. Johnson, Samuel R. Henry, Harrison Burk, Lot Hadley, Geo. N. Gibson, John Fowler, Manfred Ewing, Wm. Clark, James H. Crosby, Enos Coneland, Thos. S. Lacey, Theo. R. Caldwell, Wm. H. Clark, Isaac N. Beeson, Elijah H. Dilley, John W. Crook, Wm. H. Jaqua, Geo. W. B. McCall, Chas. W. Weod, Geo. W. Faris, Philip Wolfenburger, John Farrell, Daniel Gowens, Henry H. Plummer, Arnold Helmick, Calvin Citizen, John Cherghivil, Aaron Lines, Patrick H. izen. John Cherghivil. Aaron Lines, Patrick H. Byrne, Henry Hendricks, Fountain Kelly. Adel-

bert D. Palmer, Clinton Jones, Joseph Inks, Herman Wenda. Additional—Clemencoius James, Josiah Will-liams, David Weaver, Benj. F. Egelson, Jacob L. Tudor (navy), Albert C. Byrnnam, James S. Increase-Isaac Duckworth, Marion S. Lee, Jos. S. Hostiler, Garrett Bloomingdale, Benj. F. Stevens, Charles L. Barnes, Louis E. Keil, George S. Overstreet, John P. Scheer, Isaac C. Spears, Martin Witz, Samuel F. Lock, Charles A. Soles, James C. Voss, Job Milner, Levi Reed, William H. Coster, Henry Mock. Reissue-George W. Gott, Samuel H. Hefner, Amos Manning, J. M. Rush.

Mexican Survivor-Tunts Shupe.

Mexican Widow-Martha A. Buskirk.

TO RESIDENTS OF ILLINOIS.

Original-W. F. Baldwin, R. Galer, J. Harriman, M. McFillin (deceased), J. Conklin, C. N. Ada us, A. Kennery, J. Blette, J. Faerber, H Wimams, J. W. Cain, M. Bannon, H. R. Mon, J. N. Belville, D. Daves, H. McCoy, D. Levy, O. Francisco, D. Froehlich, J. McMillen, J. Mikesell, 8. R. Merrill, J. Gemiun, G. Hoffman, H. Deryo, John Hoft, H. Phillips, T. Hing-son, M. McClaughry, J. F. Higgins, R. Golden, F. M. Hairgrove, J. Martin, H. Hicklin, John C. Grierson, Gottfried Wenz, Thomas Doyle, Job Franks, Francis M. James, John F. Canaday, Lyman S. Calkins, Isaac Bynum, James Irvine, Thomas C. Cook, Levi Jackaway, Henry Augustine, Rowine H. Ostrander, Lafayette M Hentze, James W. Hutchinson (navy), Robert S. Henry, Christian Rasseman, John T. Holden, Charles S. Drury, Lewis Brown, Jasper Farris, Wm. L. Bennett, James Elliott, Wm. J. lekes, Andrew L. Headrick, William Roeller, Charles H. Barton, John Lilly, Frederick Kuntz, Samuel Worley, John H. Cassell, Alphonzo Jones, Stephen D. Mullins, William H. Hignight, Jobst H. Lohman, Abraham Adams, Simeon E. Weeks, James H. Morgan, Charles A. Holmes, Michael White (navy), James McCormick, John Jay Howard, Abraham A. Pruitt, James S. Hurst, James Johnson, Samuel C. Combs, William Harbaugh, Benjamin Brown, Samuel Hixon, Thomas J. Nolan. Additional - William Long, Aaron C. Reynolds, Charles T. Weber, Charles W. Fitzsimmons, Increase - Henry P. Kelley, Troy Modglin, Ed-ward Woodworth, George W. Smith, David Cole, Charles W. Allison, John McBride, Solomon Car-

ter. Calvin Summers. Reissue-Benjamin L. Auxier. Original Widows-Charlotte R. McFillin, Phobe J. L. Finley. Mexican Widow-Angeline Faulkner.



COPY OF STATEMENT OF THE CONDITION

PAUL GERMAN INSURANCE COMPANY

On the 30th day of June, 1891. Located at No. 116 East Third street, St. Paul, Minn. W. C. BREDENHAGEN, Vice-president. J. Q. HAAS, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.

Bonds owned by the company, bearing interest at the rate of — per cent. as per schedulo filed, market value.

Leans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured.

Debts for premiums.

All other securities Losses adjusted and not due.

Losses unadjusted.

Losses in suspense, waiting for further proof—resisted

All other claims against the company.

Amount necessary to reinsure outstanding risks. Total liabilities.

The greatest amount in any one risk, \$3,500.

COPY OF STATEMENT OF THE CONDITION

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1891, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 5th day of August, 1891.

J. O. HENDERSON, Auditor of State.

State of Indiana, Office of Auditor of State:

Office of the Central Department is located at corner Third and Walnut etreets, Cincinnati, O. JOHN H. LAW & BROS,, Managers, Home Office: Liverpool, England. JNO. H. McLAREN, Chief Manager.

The amount of its capital is \$10,000,000
The amount of its capital paid up is. \$10,447,725 THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.

Real estate unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value.

Debts for premiums.

All other securities.

> The greatest amount in any one risk, \$75,000. State of Indiana, Office of Auditor of State: I, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1891, as shown by the original statement, and that the said original statement is now on file in this office.
>
> [SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 4th day of August, 1891.
>
> J. O. HENDERSON, Auditor of State.

Losses adjusted and not due
Losses unadjusted
Losses in suspense, waiting for further proof.
All other claims against the company.

COPY OF STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE LION FIRE INSURANCE COMPANY

On the 30th day of June, 1891. Located at No. 197 Asylum street, Hartford, Coun. M. BENNETT, JR. Manager. Home Office: London, England. The amount of its capital paid up is..... THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cash on hand, and in the hands of agents and other persons.

Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance. 134.766.45 \$815,516.45 Losses adjusted and not due..... Lesses unadjusted.

Lesses in suspense, waiting for further proof.

All other claims against the company.

Amount necessary to reinsure outstanding risks.

The greatest amount in any one risk, \$10,000. I. the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-metioned company, on the 30th day of June, 1891, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 3d day of August, 1891.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE COMMERCIAL UNION ASSURANCE CO., LTD.

On the 30th day of June, 1891. Located at corner Pine and William streets, New York. Home Office: London, England. CHAS. SEWALL, Manager. Cash on hand and in banks

Heal estate unincumbered

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value.

Debts for premiums
All other securities LIABILITIES IN U. S. Losses adjusted and due Losses adjusted and not due.

Losses in suspense, waiting for further proof
All other claims against the company
Amount necessary to reinsure outstanding risks State of Indiana. Office of Auditor of State: I, the undersigned. Auditor of State of the State of Indians, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company on the 30th day of June, 1891, as

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official scal, this 5th day of August, 1891.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

shown by the original statement, and that the said original statement is now on file in this office.

FIREMENS' INSURANCE COMPANY

On the 30th day of June, 1891. Located at No. 25 South street, Baltimore, Md. F. E. S. WOLFE, Secretary. JAMES M. ANDERSON, President.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons Real estate unincumbered

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts for premiums.

All other securities. 273,897.08 osses adjusted and not due..... Losses unadjusted
Losses in supense, waiting for further proof.
All other claims against the company
Amount necessary to reinsure outstanding risks The greatest amount in any one risk, except elevators, \$10,006. I. the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1891, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 6th day of August, 1891.

J. O. HENDERSON, Auditor of State.

THESUNDAYJOURNAL

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